LIMERICK ROAD SAFETY PLAN

2023 - 2030

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Foreword

Cllr Gerald Mitchell, Mayor of the City and County of Limerick

It is with collective responsibility that we introduce the Limerick Road Safety Plan, a visionary approach to road safety in Limerick. The Government's commitment to 'Vision Zero' sets an ambitious goal – by 2050, no one should face the tragedy of being killed or seriously injured on Ireland's roads.

This comprehensive plan aligns with the broader national strategy. It echoes the global sentiment that no one should bear the burden of preventable tragedy on our roads. The plan envisions a future where the road environment is not only safer but also promotes healthy and sustainable modes of travel.

The objective is to foster a culture of road safety consciousness, thereby diminishing the frequency and severity of road collisions within our community. Through concerted efforts and collaboration with stakeholders, we aim to realise the principles of Vision Zero, ensuring that every road user in Limerick can travel safely.

Central to the success of the Limerick Road Safety Plan is the collaboration of the Limerick Road Safety Working Together Group. This multi-agency coalition, comprising representatives from Limerick City and County Council, An Garda Síochána, Transport Infrastructure Ireland, the Health Service Executive, and others, highlights the collective commitment to realising a safer road environment for all. Law enforcement, health services, and advocacy groups, plays a pivotal role in steering the plan's implementation.

The work is commendable and it is now incumbent on us all to embrace the pursuit of safer roads, guiding us towards a future where no lives are lost or forever altered by road collisions.

Safe travels!

Dr Pat Daly, Chief Executive, Limerick City and County Council

I welcome the publication of this Limerick Road Safety Plan. The aims of the plan are clear and concise. It is seeking to create a safer road environment, enhance collaboration among agencies, improve road user behaviour through education and awareness, and support the Government's broader Road Safety Strategy.

Limerick is strategically positioned on the national road network with over 4,000 kilometres of roads that are crucial for the movement of people and goods. The Council is committed to the implementation of the Limerick-Shannon Metropolitan Area Transport Strategy (LSMATS) aiming to deliver a well-connected and accessible road network.

Importantly, the introduction of a 30km/hr special speed limit in the city centre, further showcases a commitment to prioritising vulnerable road users and complementing Active Travel projects.
Through concerted efforts, education, and innovative measures, we can create a Limerick where road safety is not just a priority but an inherent part of our daily lives.

I want to thank the members of the Limerick Road Safety Working Together Group for their care and attention in delivering this roadmap for safer roads in Limerick.

1. Introduction

Government Road Safety Strategy 2021-2030

In December 2021 the Road Safety Authority (RSA) launched Ireland's Government Road Safety Strategy 2021-2030. The strategy is titled 'Our Journey Towards Vision Zero' and it is Ireland's fifth Road Safety Strategy. The strategy seeks to build on the progress of previous Road Safety Strategies with the objective of making the Irish road network safer.

The primary aim of the government's Road Safety Strategy is to reduce the number of deaths and serious injuries on Ireland's roads by 50% by 2030. This means reducing deaths on Ireland's roads from 144 to 72 or lower and reducing serious injuries from 1,259 to 630 or lower by 2030. This aim is guided by Ireland's long term goal of achieving zero road deaths or serious injuries by 2050 – 'Vision Zero'. The strategy has been developed through extensive engagement with the public and with other key stakeholders.

The Road Safety Strategy 2021-2030 will be delivered in three phases:

- Phase 1 Action Plan: 2021-2024,
- Phase 2 Action Plan: 2025-2027, and
- Phase 3 Action Plan: 2028-2030.

The Safe System Approach

The national Road Safety Strategy is led by a Safe System approach, which is recognised as international best practice and instrumental to achieving ambitious reductions in road deaths and serious injuries. The Safe System Approach is based on four principals:

1. **People make mistakes** when using the roads, which can lead to collisions.
2. The human body has a **limited ability** to tolerate collision impacts.
3. There is a **shared responsibility** amongst those who design, build, manage and use the roads and vehicles to prevent or reduce collision impacts, and those who provide post-crash response to mitigate injury.
4. **All parts of the traffic system need to be strengthened** to multiply their effects and to ensure that road users are protected if one part in the system fails.

System priority intervention areas

For the 2021–2030 strategy, seven Safe System priority intervention areas have been identified as follows:

Safe Roads & Roadsides

To improve the protective quality of our roads and infrastructure.

Safe Speeds

To reduce speeds to safe, appropriate levels for the roads being used, and the road users using them.

Safe Vehicles

To enhance the safety features and roadworthiness of vehicles on our roads.

Safe Road Use

To improve road user standards and behaviours in line with traffic legislation, supported by enforcement.

Post-crash Response

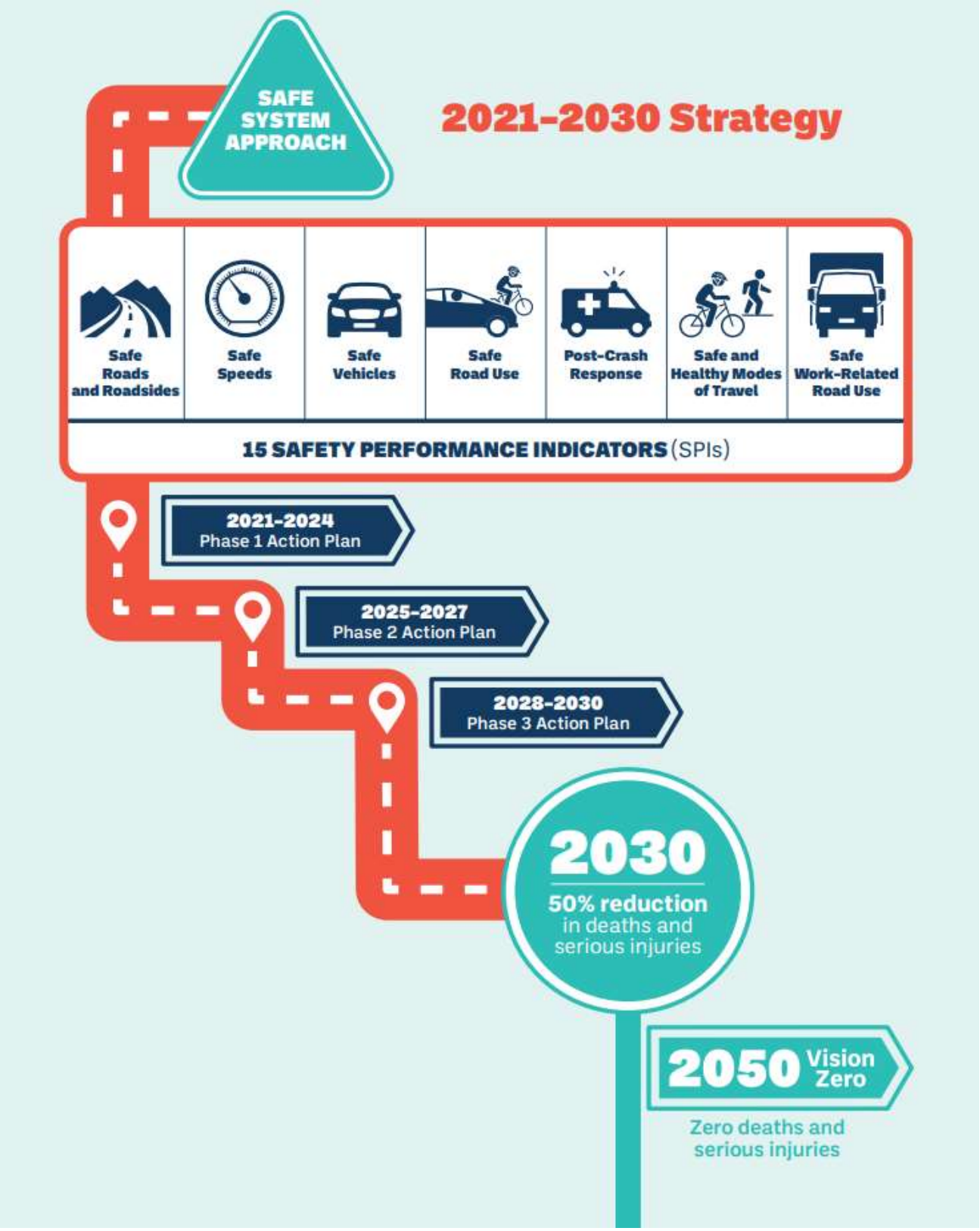
To improve the treatment and rehabilitation of collision casualties.

Safe and Healthy Modes of Travel

To promote and protect road users engaging in public or active transport.

Safe Work-Related Road Use

To improve safety management of work-related journeys.


SAFE SYSTEM APPROACH
2021-2030 Strategy
Safe Roads and Roadsides
Safe Speeds
Safe Vehicles
Safe Road Use
Post-Crash Response
Safe and Healthy Modes of Travel
Safe Work-Related Road Use
15 SAFETY PERFORMANCE INDICATORS (SPIs)
2021-2024 Phase 1 Action Plan
2025-2027 Phase 2 Action Plan
2028-2030 Phase 3 Action Plan
2030
50% reduction in deaths and serious injuries
2050 Vision Zero
Zero deaths and serious injuries

A summary of the 50 high-impact actions for the Phase 1 2021-2024 action plan is provided under each of the seven Safe System priority intervention areas below.

Safe Roads and Roadsides

- Develop and implement a safety rating indicator for national road infrastructure.
- Deliver an average of 60 road safety improvement schemes and fund an average of four minor realignment schemes on national roads per year.
- Increase the length of divided roads on the national primary network.
- Implement a minimum of 150 low-cost safety schemes and a minimum of four larger safety schemes across the regional and local road network per year.
- During 2021–2025, construct 1,000 km of segregated walking and cycling facilities to provide safe cycling and walking arrangements for users of all ages.

Safe Speeds

- Establish a working group to examine and review the framework for the setting of speed limits, including introducing 30km/h limits as the default in urban areas.
- Establish a task force to share data and information on speeding, make recommendations and implement safety measures.
- Expand speed management measures on the road network, e.g., average-speed cameras.
- Review the operation of the mobile safety camera network to maximise its effectiveness.
- Deliver public education on inappropriate and excessive speeding in conjunction with An Garda Síochána (AGS) enforcement activity, with an emphasis on protecting vulnerable road users.

Safe Vehicles

- Prioritise lifesaving technologies associated with the General Safety Regulation (GSR).
- Develop a national strategy for introducing connected and automated mobility (CAM).
- Trial the retrofitting of advanced driver-assistance systems (ADAS) with select road user groups.
- Develop a communications programme to inform and influence the public and stakeholders on the purchase of new and used vehicles.
- Work with Insurance Ireland to publish research on the road safety impact of black box technology and to promote its uptake.

Safe Road Use

- Continue enforcement of key lifesaver offences, such as speeding, distracted driving, non-wearing of seat belts and intoxicated driving.
- Continue to deprive criminals use of the road network through high-visibility policing and intelligence-led enforcement operations.
- Agree a cross-organisational legislative programme to introduce the legislation required for the strategy actions.
- Identify the necessary resources and path to consolidate road traffic legislation.
- Develop a mechanism to capture annual data on contributory factors (e.g., intoxicants) in serious injury collisions.
- Implement public education/ awareness campaigns in conjunction with AGS that target the main causal factors for collisions, deaths and serious injuries and that target high-risk groups.
- Develop and implement a communications strategy to raise awareness of the new government Road Safety Strategy, Safe System and Vision Zero.
- Establish a working group to make recommendations for the implementation of an alcohol interlock programme for drink-driving offenders, supported by a drink-drive rehabilitation course.
- Review and update impairment testing by AGS in line with best practice.
- Publish monthly figures for enforcement activity focusing on speeding, non-wearing of seat belts and mobile phone use, and figures for the number of breath and drug tests administered as well as the results.
- Maintain a dedicated roads policing capacity and report annually on the number of Gardaí assigned to roads policing units on a regional basis.
- Eliminate the incidence of unaccompanied learner permit drivers, and reduce the number of learner car drivers who hold a third or subsequent learner permit.
- Examine the possibility of introducing a hazard perception test (HPT) and integrating it into the driver theory test.
- Explore the potential of an online portal for road users to upload footage of road traffic offences to assist prosecutions.
- Review the penalties for serious road traffic offences (e.g., impaired driving).
- Legislate for increased sanctions for polydrug and drug and alcohol use while driving.
- Streamline and automate enforcement of penalty points from roadside capture.
- Establish on a pilot basis three programme enabler expert groups (funding, data and legislation) in Phase 1 of the Road Safety Strategy to support intervention delivery and to accelerate progress at an operational level.

Post-Crash Response

- Establish and implement a trauma triage and bypass protocol in the trauma system.
- Ensure the appropriate specialist trauma care team is in place in the trauma-receiving hospital.
- Ensure definitive trauma care and rehabilitation pathways are in place once the road traffic collision patient has been stabilised.
- Provide emotional and psychological care and support to victims, families and emergency response teams.
- Examine the role of the family liaison officer in respect of support and provision of information to victims and families.

Safe and Healthy Modes of Travel

- Develop a National Cycle Network plan for interurban rural cycling and walking, and an implementation plan for delivery in Phases 2 & 3.
- Continue to implement an active travel infrastructure scheme for local authorities.
- Encourage modal shift to support environmental, safety and health objectives.
- Promote and support an expanded Cycle Right training programme.
- Conduct a review of road traffic policy and legislation to prioritise the safety of walking and cycling.
- Conduct a case study of countries that have adopted mechanisms to reduce traffic and make recommendations for Ireland.

Safe Work-Related Road Use

- Develop a protocol, underpinned by legislation, to allow the sharing of information and data between the Health and Safety Authority (HSA), AGS and the RSA to identify non-compliance.
- Develop enhanced enforcement powers, including fixed charges, for AGS and RSA transport officers to deal with commercial vehicles.
- Promote road safety across all sectors of the community and encourage sign-up to the European Road Safety Charter.
- Develop, oversee and deliver a voluntary driving for work standard and training programme in collaboration with industry and employers.
- Develop a joint national intervention strategy on work-related road safety.
- Conduct a feasibility study and make recommendations on the introduction of an earned recognition scheme for commercial vehicle operators.

2. Fatalities on Irish Roads

As of 29th August 2023, there have been 124 fatalities on Irish roads. This represents 26 more deaths (+27%) compared to provisional Garda data for the same period in 2022. A total of 90 people lost their lives on our roads in 2021. The data in this report is based on preliminary reports from An Garda Síochána, based on current information, but the information is provisional and is subject to change.

2.1 Fatalities per county

Fatalities	2021	2022	2023
Carlow	0	0	2
Cavan	4	4	4
Clare	0	4	5
Cork	6	7	10
Donegal	4	5	4
Dublin	12	10	6
Galway	9	3	11
Kerry	6	4	4
Kildare	3	3	1
Kilkenny	1	4	3
Laois	1	2	1
Leitrim	0	1	2
Limerick	5	8	4
Longford	2	2	2
Louth	6	5	5
Mayo	3	4	11
Meath	7	6	7
Monaghan	3	2	5
Offaly	0	3	6
Roscommon	2	4	3
Sligo	1	5	1
Tipperary	6	3	14
Waterford	1	1	1
Westmeath	1	2	6
Wexford	6	5	1
Wicklow	1	1	5
Total	90	98	124

Table 1 – Fatalities per county. Note: Data is provisional and subject to change (2023 figures are from 1 January – 29 August)

2.2 Collision and Casualty Trends 2013 to 2022

Tables 2 and 3 provide an overview of reported fatality and casualty number trends in Limerick over the period 2013 to 2022. This data was obtained from the Road Safety Authority (Provisional Fatality Statistics – RSA Research Department) and Central Statistics Office (CSO)

(Road Safety Statistics). Collision data is compiled by An Garda Síochána at the scene of a collision and forwarded to the RSA.

Fatalities in Limerick increased from 5 in 2021 to 8 in 2022. As of 29 August 2023 there have been 4 fatalities in Limerick.

2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
6	10	4	17	7	9	9	5	5	8

Table 2 - Fatalities in Limerick 2013 – 2022 Note: Data is provisional. Data on road traffic injuries and detailed data on road fatalities only becomes available following the conclusion of investigations by An Garda Síochána.

2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
401	400	355	350	346	408	351	251		

Table 3 - Injury Casualties in Limerick 2013 – 2022 Note: Data is provisional. Data on road traffic injuries and detailed data on road fatalities only becomes available following the conclusion of investigations by An Garda Síochána.

3. Vision of the Road Safety Plan

The objective of the Limerick Road Safety Plan is to create a greater awareness of road safety through our stakeholders to reduce the number, severity and life-changing impact of road collisions in Limerick by advancing Vision Zero in adherence with the Government Road Safety Strategy 2021-2030.

The Aims of the Limerick Road Safety Plan are:

- To create a safer road environment in Limerick for all road users
- To improve co-operation between the agencies and groups represented on the Road Safety Working Together Group
- To improve road user behaviour by co-ordinating public education and awareness and to ensure compliance by the public with all relevant legislation
- To support the aims and targets set out in Ireland's Government Road Safety Strategy 2021-2030.

4. Profile of Limerick

Limerick is situated in the heartland of Munster and is bounded by the counties of Tipperary, Kerry, Clare and Cork. Limerick City is the largest urban centre in Ireland's Mid-West and the country's third largest City. In the 2022 Census, Limerick was home to 209,536 people, an 8% increase over the 2016 census (194,899 people) (Central Statistics Office, 2022 & 2016).

Limerick City and County Council is the Local Government administrative body responsible for Limerick and is comprised of a Metropolitan and Municipal area. The Metropolitan Area is sub-divided into Limerick City North, East and West while the Municipal Area is divided into three, namely, Newcastle West, Adare/Rathkeale and Cappamore/Kilmallock. Limerick City and County Council covers a geographical area of 2755 sq.km.

4.1 National, Regional and Local Transport Policy

The National Planning Framework (NPF) and the Regional Spatial and Economic Strategy for the Southern Region (RSES) sets out the overarching transportation policies for Ireland and the Southern Region. The NPF and RSES seek to reduce dependency on the private car and secure a shift towards sustainable modes of transport, including walking, cycling and public transport. Rebalancing the transport system towards walking, cycling and public transport, including ensuring high quality interchanges between modes, will require sustained investment, including improving street environments to make walking and cycling safer and more attractive and providing enhanced public transport services to ensure that alternatives to the car are accessible, affordable and appealing.

It is recognised that the road network maintains a critical position in the economic growth of Limerick and also in supporting Limericks significant rural based population. It is therefore acknowledged that some essential travel will continue to be made by cars and goods vehicles in Limerick. The Limerick Development Plan 2022-2028 facilitates improvement in road infrastructure to allow for the movement of people, goods, services and freight on a well-connected and accessible road network.

The National Transport Authority in conjunction with Limerick City and County Council and Clare County Council have prepared the Limerick-Shannon Metropolitan Area Transport Strategy (LSMATS). The Strategy sets out the framework for the delivery of the transport system required to further the development of the Limerick Shannon Metropolitan Area as a hub of cultural and social development and regeneration; as the economic core for the Mid-West; as an environmentally sustainable and unified metropolitan unit; as a place where people of all ages can travel conveniently and safely; and a place that attracts people, jobs and activity from all over Ireland and beyond. It is an objective of Limerick City and County Council to facilitate the implementation and delivery of the proposals contained in LSMATS, in conjunction with the National Transport Authority, Transport Infrastructure Ireland and Clare County Council and other relevant stakeholders.

4.2 Road, Cycle and Footway Network

A hierarchy of roads exist in Limerick, including sections of motorway, national roads, regional roads, local roads and urban roadways.

National Road Network

Limerick occupies a strategic location on the national road network, with a large number of National Routes traversing through it. The primary purpose of the national road network is to provide strategic transport links between main centres of population and employment. The M7, the M8 and Foynes Port (Foynes to Limerick (including Adare Bypass) Road) have been identified as part of the Trans-European Transport Network (TEN-T). Additionally, the N18 Limerick to Galway, the N21 Limerick to Tralee and the N20 Limerick to Cork National Primary routes are identified as part of the EU TEN-T Comprehensive Network. The N24 Limerick to Waterford and the N69 Limerick to Tralee National Primary roads also provides important regional and inter-regional connectivity within and through Limerick.

Regional Road Network

The regional road network in Limerick is subdivided into strategic regional roads and regional roads. The strategic regional roads and regional roads supplement the national road network. The strategic regional / regional road network provides important links between the towns

and villages across Limerick and these roads play an important role in the movement of people and goods across Limerick.

Local Roads

Local roads form the bulk of the road network in Limerick and serve an important economic role, because of the dispersed nature of the population in the County. Urban roads and streets are located in towns and villages and provide essential access from residential areas to retail streets, commercial lands and amenity areas. Limerick City and County Council is responsible for the maintenance and improvement works on these roads, financed from their own resources and supplemented by state grants.

The road network in the Council's charge comprises of 4,068km categorised as follows:

ROAD TYPE	LENGTH (KM)
Motorway	approx. 25km (per direction)
National Primary Roads	approx. 170km
National Secondary Roads	approx. 53km
Regional Roads	approx. 541km
Local Roads	approx. 3,280km
Total	approx. 4,068km

Figure 1 – Road Type & Length

Cycle Network

Segregated Cycle Lanes – approx. 9.0km completed

Under Construction - 2.85km approx. (Hyde Road, Plassey Park and Father Russell Road)

Part 8/Section 38 approved schemes - 8.8km approx.

Currently under design - 22km

Footway Network

Footpath improvements including junction tightening, footpath widening and new footpaths have been carried out in the Metropolitan and Municipal Districts by Active Travel to the value of approx. €8.25M.

Speed Limit Bye-Laws in Limerick City Centre

In September 2023 Limerick City and County Council adopted the Road Traffic (Limerick City Centre 30km/hr Speed Limit) Bye-laws 2023. The introduction of a 30km/hr special speed limit aims to provide the benefit of protecting vulnerable road users and encourages sustainable transport such as walking and cycling and will complement the ongoing and future Active travel schemes planned for the City Centre. In tandem with the introduction of the 30km/hr special speed limit Limerick City and County Council will introduce a series of traffic calming measures and junction tightening across the city centre.

4.3 Travel Patterns

The CSO Census provides details of national travel data. To ensure the effective planning, implementation and monitoring in relation to sustainable mobility and transport, it is important to first look at where Limerick is with regards to existing baseline modal split. Table 4 shows details of baseline travel data (by settlement area) by means of travel to work, school or college.

Base Mode Share (%) for commuting to Work/Education Purposes					
Settlement		**Walk**	**Cycle**	**Public Transport**	**Car**
Limerick City and Suburbs (in Limerick), Mungret and Annacotty		22	4	8	44
	Work Trips[1]	16	4	16	64
	Edu Trips[2]	33	3	13	8
Newcastle West		14	1	4	52
	Work Trips[1]	9	1	1	73
	Edu Trips[2]	24	1	11	56
Settlement Levels 3-6/ Rural Areas		7	1	8	54
	Work Trips[1]	4	1	1	80
	Edu Trips[2]	12	1	19	57

[1] Mode share data - % of total work purpose trips

[2] Mode share data - % of total educational purpose trips

Table 4 Baseline Mode Share – Limerick Development Plan 2022-2028

Analysis of POWSCAR data for Limerick shows the obvious imbalance of our transport system to the private car for all trips. It also identifies where opportunities exist for movements to

more sustainable and active transport options. In particular, there are opportunities to convert many of the shorter journeys (under 2km) from the private car to walking and cycling.

Table 5 provides the 2028 mode share target for commuting to work and education, and includes walking/cycling/ public transport mode share targets for the LSMATS study area, Limerick City and Suburbs (in Limerick), Mungret, Annacotty, Newcastle West and the remainder of the County. These mode share targets for active travel will lead to an increase in vulnerable road users in Limerick.

LSMA Mode Share Targets (%) for Commuting to Work/Educational Purposes				
Settlement	**Walk**		**Cycle**	
	2040	2028	2040	2028
Limerick Shannon Metropolitan Study Area	35	15-20	15-20	7-10

Mode Share Targets (%) for Commuting to Work/Educational Purposes (2028)			
Settlement	**Walk**	**Cycle**	**Public Transport**
Limerick and Suburbs (in Limerick), Mungret and Annacotty (All Work/Education Trips)	30%	10%	14%
Newcastle West (All Work/Education Trips)	20%	5%	7%
Settlement Levels 3-6/ Rural Areas (All Work/Education Trips)	15%	5%	12%

Table 5 Target Mode Share – Limerick Development Plan 2022-2028

5. Role of Working Group and Key Stakeholders

The Limerick Road Safety Working Together Group plays a vital role in road safety promotion, together with its statutory obligations under roads and traffic legislation. The ambitious road safety targets set in the plan can only be achieved through multi-agency co-operation, together with road users taking personal responsibility for their behaviour.

5.1 Road Safety Working Together Group

In accordance with the government's Road Safety Strategy 2021-2030, each Local Authority is required to establish a Road Safety Working Together Group (RSWTG) to co-ordinate multi-agency road safety policy and implementation at a local level (Action No. 94).

The Limerick Road Safety Working Together Group is led and chaired by Limerick City and County Council. The group meet four times a year and has representatives from the following organisations: Limerick City and County Council, An Garda Síochána, Road Safety Authority, Transport Infrastructure Ireland, Health Service Executive – Ambulance Service, Limerick City and County Council – Fire and Emergency Services, An Taisce (representing primary and secondary schools), Limerick Cycling Campaign and Limerick Pedestrian Network.

The role of the Road Safety Working Together Group is to:

- Oversee the development and implementation of the Limerick Road Safety Plan;
- Agree actions to be progressed over the lifetime of the plan;
- Endeavour to secure funding for the implementation of the plan;
- Ensure that all agencies/representatives on the Group work together to achieve the objectives of the plan;
- Recommend road safety policies to the Travel and Transportation Strategic Policy Committee (SPC);
- Review and report on progress in the Road Safety Plan over its lifetime;
- Take account of the Speed Limit Review Process.

The Limerick Road Safety Working Together Group has produced Limerick's Road Safety Action Plan covering the period 2023-2030, offering strategic direction for road safety in Limerick. This plan is complementary to the national strategy and outlines the actions to be undertaken in Limerick to improve the safety of our roads.

Limerick City and County Council Transportation and Mobility Directorate coordinated the development of this Road Safety Plan and Chair the Working Together Group.

5.2 Key Stakeholders

The Limerick Road Safety Working Together Group is an interagency group consisting of the following members:

- Limerick City and County Council
- An Garda Síochána
- Transport Infrastructure Ireland
- Health Services Executive
- Limerick Fire and Emergency Services
- National Transport Authority
- Road Safety Authority
- Limerick Cycling Campaign
- Limerick Pedestrian Network
- An Taisce Green-Schools

Limerick City and County Council

Limerick City and County Council (Comhairle Cathrach agus Contae Luimnigh) is the authority responsible for local government in the City of Limerick and County Limerick in Ireland. It came into operation on 1st June 2014 after the 2014 local elections. It is a merger of Limerick City Council and Limerick County Council under the provisions of the Local Government Reform Act 2014.

Organisation Vision

- That Limerick is the desired location for business development, cultural enrichment and educational opportunity
- Acknowledged for its inclusive participation of all it's citizens in the development of their community
- That Limerick and the mid-west will compete with other European destinations in terms of business, tourism, living and investment
- That the people of Limerick are supported by a professional, proactive and accessible local government structure at the heart of a wider public service
-

Organisation Strategic Objectives

- A new model of local governance and service delivery
- An environment for real economic development and job creation
- Empowering the citizen to participate in the development of their community both rural and urban

An Garda Síochána

The main objective of the Garda National Roads Policing Bureau (GNRPB) is to increase public confidence in safety on Irish roads by:

- Reducing the number of deaths and serious injuries on our roads;
- Improving driver behaviour and attitudes through education and awareness campaigns, and
- Denying criminals use of the Irish road network.

An Garda Síochána is dedicated to supporting the Government's Road Safety Strategy for 2021 – 2030, to reduce the number of deaths and serious injuries on Irish roads by 50% over these 10 years, and beyond. Assistant Commissioner Hilman, Roads Policing and Community Engagement, has responsibility for Roads Policing within An Garda Síochána. This includes a responsibility for the Garda National Roads Policing Bureau. A key element of the work of the Garda National Roads Policing Bureau is to analyse observed trends to identify and implement Roads Policing operations. A focus of these operations is:

- Lifesaver Offences: Speeding, Seatbelts, Mobile Phones and Driving while Intoxicated, and
- Crime detection and prevention, and to denying criminals the use of Irish Roads.

In each Garda Division, there are dedicated Roads Policing Units with the responsibility of enforcing Road Traffic legislation. These Roads Policing Units are supported by every member of An Garda Síochána who also have responsibility to enforce all road traffic legislation.

Limerick Fire and Emergency Services

Limerick Fire & Emergency Services maintains round the clock emergency cover to protect life and property.

Road Safety Authority

Our mission is to make Irish roads safer for everyone. That means working in every way possible to save lives and prevent injuries by helping to reduce the number and severity of collisions on Irish roads. We are recognised as the leading voice for road safety in Ireland and as a leading voice internationally. This recognition is built upon a strong record of driving positive change in the attitudes and behaviours of all road users, while effectively collaborating with many stakeholders, such as An Garda Síochána and the Health and Safety Authority, to save lives.

What we do

Our mission of making Irish roads safer for everyone involves delivering some key functions:

- Road safety promotion, education and awareness
- Road safety and collision research

- Primary responsibility as the lead agency for the governance and implementation of the government's Road Safety Strategy
- Driver testing and driver licensing
- Governance and supervision of the National Car Testing Service and Commercial Vehicle Roadworthiness Testing
- Enforcement of a range of road haulage industry and driver regulations
- Regulation of the driving instruction industry
- Development and monitoring of vehicle standards
- Advising the Department of Transport and the Minister for Transport on all aspects of road safety public policy.

Transport Infrastructure Ireland

Transport Infrastructure Ireland (TII) was established through a merger of the National Roads Authority and the Railway Procurement Agency under the Roads Act 2015, with effect from 1st August 2015. The primary function of TII under the terms of the Roads Act (2015) is 'to secure the provision of a safe and efficient network of national roads.'

TII exists to fulfil an important purpose of national strategic significance, touching the lives of citizens and visitors alike on a daily basis. Our mission is to provide high quality transport infrastructure and services, delivering a better quality of life and supporting economic growth. In fulfilling our mission, we strive towards three over-arching aims which, taken together, represent our vision:

- To be leaders in the delivery and operation of transport infrastructure;
- To ensure that Ireland's national road infrastructure is safe, sustainable and resilient, delivering better accessibility and mobility for people and goods; and
- To be recognised as an organisation that values its people, customers and partners.

TII has a Regional Road Safety Engineer and a Road Safety Inspection Engineer who liaise with Limerick City and County Council, as well as other counties in the region, regarding issues of road safety on national roads.

Health Service Executive

The Health Service Executive (HSE) provides health and social services to everyone living in Ireland. Our services are delivered to young and old, in hospitals, health facilities and in communities across the country. The HSE recognises that it has a key role to play in Road Safety. Road Traffic collisions are a significant social problem resulting in death, injury and long-term disability which impacts the health system as well as society as a whole. The Irish Health Service deals with the many health related outcomes of road crashes and collisions through the National Ambulance Service, A & E services, hospital services, rehabilitation, longer term and community care. It deals with the trauma, tragedy and results of crashes and collisions on our roads on a daily basis.

Limerick Cycling Campaign

Limerick Cycling Campaign advocates for improved cycling infrastructure in Limerick City so that more people, of all ages and abilities, can choose cycling as a realistic, safe, efficient and enjoyable way of getting around. As a reasonably flat and compact urban centre Limerick is especially set up to be a great cycling city and we aim to do what we can to help it get there. We are a key member group of Cyclist.ie - The Irish Cycling Advocacy Network, who represent the campaign at both national and European level as the Irish representative body on the European Cycling Federation.

Limerick Pedestrian Network

The Limerick Pedestrian Network is a collective of volunteers based in Limerick city & county, advocating for more inclusive thinking and design when it comes to our communities. The group works to ensure that walking for utility and amenity is a safe, pleasant, and practical everyday option for all people in Limerick. The LPN mission is to act as a non-profit, non-governmental and politically unaffiliated organisation to benefit the community; to be a local voice promoting walking as an integral part of the transport system, and as an enjoyable, healthy and sustainable activity in its own right. LPN advocates for pedestrian rights and needs in planning and transport matters, promotes Limerick's walking community and walking culture, develops and shares studies related to walking and pedestrianisation, and works collaboratively with other local organisations and voluntary groups with similar goals.

6. Road Safety Action Plan (Phase 1: 2022-2024)

The Government is committed to 'Vision Zero', the objective of which is that by 2050 no one will be killed or seriously injured on Ireland's roads. To ensure this long-term goal is achieved, Ireland has set a target to reduce road deaths and serious injuries by 50% by 2030.

To ensure the 2021-2030 Road Safety Strategy continues to be effective it will feature three phases of Action Plans, the first if which will cover the period 2021-2024.

The Action Plan for Limerick has been structured in accordance with the seven Safe System priority intervention areas that form the Government's Road Safety Strategy 2021-2030 namely:

1. Safe Roads and Roadsides.
2. Safe Speeds
3. Safe Vehicles
4. Safe Road use
5. Post-Crash response
6. Safe and Healthy Modes of Travel
7. Safe Work-Related Road Use

Abbreviations

The plan identifies the lead agency responsible for their implementation, the support agency, and the target date for completion of the action.

The following agency abbreviations referred to in the Action Plan are as follows:

LCCC	Limerick City and County Council
NTA	National Transport Authority
TII	Transport Infrastructure Ireland
DOT	Department of Transport
AGS	An Garda Síochána
RSA	Road Safety Authority
HSE	Health Service Executive
LFS	Limerick Fire Service

Action No.	Pillar	Local Action	Lead Agency	Support Agency	Target Date	Link to National RSS
Safe Roads and Roadsides						
1	Safe Roads and Roadsides	LCCC in conjunction with TII will target two Road Safety Improvement schemes along the National Road network per annum.	LCCC	TII	Annually	2. Deliver an average of 60 road safety improvement schemes and fund an average of four minor realignment schemes on national roads per year, to create forgiving roadsides, self-explaining roads and a safe environment for vulnerable road users.
2	Safe Roads and Roadsides	Identify proposals for low-cost safety schemes on the regional and local road network and implement same where funding is available. Completed and planned low-cost safety schemes on the regional and local road network are to be presented to the RSWTG annually.	LCCC	DOT	Annually	4. Fund and implement a minimum of 10 low-cost safety schemes per year as identified by local authorities on the regional and local road network per year and progress the implementation of a minimum of 4 larger specific safety schemes per year.
3	Safe Roads and Roadsides	Continue to develop and progress Active Travel projects, with the aim of providing safe walking & cycling infrastructure in Limerick.	LCCC	NTA / DOT	Q4 2024	5. Over the period 2021 to 2025, continue to develop walking and cycling facilities on the national, local and regional road network, to provide safe cycling and walking arrangements for users of all ages.
4	Safe Roads and Roadsides	Develop a Network Safety Analysis (Stage 2) for the regional road	LCCC/DOT		Ongoing to Q4 2025	52. Develop a Network Safety Analysis (Stage 2) for the regional

		network in Limerick, which will include the design and prioritisation of remedial works for sections of regional roads with the highest risk of fatal or serious injury.				road network, which will include the design and prioritisation of remedial works for sections of regional roads with the highest risk of fatal or serious injury.
5	Safe Roads and Roadsides	In accordance with the LA16 process, the site meeting between the Local Authority Area Engineer and An Garda Síochána must happen within 15 working days of the Road Management Office (RMO) notification and the completed digital LA16 form must be submitted on Site.	LCCC	RMO	Q4 2024	61. Complete a minimum of 70% of LA 16 Collision Reporting and Evaluation Procedure forms where a fatality, or collision that is likely to become fatal, has occurred.
6	Safe Roads and Roadsides	Support the provision of a dedicated road safety engineering resource in each Local Authority to progress road safety schemes and strategy actions.	DOT/TII/LCCC		2023	63. Review and make recommendations for the provision of a dedicated road safety engineering resource in each Local Authority to progress road safety schemes and strategy actions.
7	Safe Roads and Roadsides	Delivery of appropriate 'Delivery of safe designs' training through LCCC Training Section once available from Department of Transport.	LCCC/DOT	TII, NTA,	Q4 2023	64. Provide training to designers, project managers, engineers and local authorities on the delivery of safe designs based on the Design Manual for Urban Roads and Streets and the National Cycle Manual.
8	Safe Roads and Roadsides	Relevant LCCC staff to participate in training on collision analysis and	LCCC / TII / AGS	TII	Q4 2023	66. Deliver training to key stakeholders;

		reporting from an engineering perspective and guidance on the design of roads utilising the safe system approach, once available.				▪ to provide guidance to An Garda Síochána and Local Authority staff on collision analysis and reporting from an engineering perspective. ▪ to provide guidance on the design of roads utilising the Safe System Approach.
9	Safe Roads and Roadsides	Publish annual Schedule of Municipal District Works for road building construction and maintenance (including footpaths and cycle lanes) on the limerick.ie website.	LCCC	DOT	Annual	68. Each Local Authority to publish/renew their prioritised plan on road building construction and maintenance (including footpaths and cycle lanes) on an annual basis.
10	Safe Roads and Roadsides	Continue to implement the upgrade of public lighting to appropriate standards using LED lighting to improve visibility and enhance safety for road users.	LCCC	DOT	Ongoing to Q4 2026	69. Tender and implement the upgrade of public lighting to appropriate standards using LED lighting to improve visibility and enhance safety for road users.
11	Safe Roads and Roadsides	Continue to liaise with MD's and TII to identify suitable locations for improved bus stop facilities on national roads, and facilitate the improvement of same.	LCCC	TII, NTA, Bus Operators, Local Link	Q4 2024	71. Facilitate the improvement of an average of 10 rural bus stop facilities annually on the National Road Network in line with a Safe System Approach.
12	Safe Roads and Roadsides	Continue to liaise with MD's to identify suitable locations for improved bus stop facilities at regional and local bus stops, and	LCCC/NTA	NTA, Bus Operators, Local Link	Q4 2024	72. Improve visibility, lighting and age-friendly seating at regional and local bus stops to enhance safety for those waiting for a bus.

		facilitate the improvement of same.				
13	Safe Roads and Roadsides	Support Iarnród Eireann / Irish Rail in the delivery of a programme of upgrades targeting high-risk road/rail interfaces. Support Iarnród Eireann / Irish Rail in the delivery of Limerick to Foynes Freight Line, future stations at Ballysimon and Moyross, and twin tracking to Limerick Junction.	LCCC	Iarnród Eireann/ Irish Rail / DOT / TII	Annual	73. Deliver a programme of upgrades targeting 12 high-risk road/rail interfaces per annum with a particular focus on Level Crossing and bridge strike eliminations using technology improvements.
Safe Speeds						
14	Safe Roads and Roadsides	LCCC will continue to implement the Speed Limit Appeals Procedure, which sets out the mandatory procedure that must be utilised by a Roads Authority or National Panel when a member of the public or other interested party raises an objection to a specific speed limit contained within a Local Authority's current Special Speed Limit Bye-laws. Appeals are processed in line with the procedure and any decision with respect to any appeal will be made in line with The Speed Limit Guidelines.	LCCC	DOT/ RSA/		6. Establish a working group to examine and review the framework for the setting of speed limits. As part of this review there will be a specific consideration of the introduction of a 30kph default speed limit in urban areas. 8. Expand speed management measures on National, Regional and Local roads using Periodic Speed Limits at schools, Vehicle Activated Signs and Average Speed Cameras in collaboration with An Garda Síochána at appropriate high-risk locations.

15	Safe Speeds	Support the operation of the mobile safety camera system to maximise its effectiveness in detecting road traffic offences.	AGS	RSA / LCCC	Annual	9. Review the operation of the mobile safety camera system to maximise its effectiveness in detecting road traffic offences.
16	Safe Speeds	Deliver public education on inappropriate and excessive speeding in conjunction with An Garda Síochána to improve speed compliance on all roads with a particular emphasis on regional roads and in urban areas for the protection of vulnerable road users.	RSA	AGS	Annual	10. Deliver public education on inappropriate and excessive speeding in conjunction with An Garda Síochána to improve speed compliance on all roads with a particular emphasis on regional roads and in urban areas for the protection of vulnerable road users.
17	Safe Speeds	Support Iarnród Eireann / Irish Rail in carrying out a review of current road speeds at high-risk road/rail infrastructure points (level crossings and bridges) on the rail network.	LCCC	Iarnród Eireann/ Irish Rail	Q4 2023	75. Carry out a review of current road speeds at high-risk road/rail infrastructure points (level crossings and bridges) on the rail network and make recommendations on appropriate speed limits.
18	Safe Speeds	Conduct specific education and awareness interventions to raise awareness of the benefits of and build community support for 30kph zones in urban areas.	RSA	LCCC	Annual	76. Conduct specific education and awareness interventions to raise awareness of the benefits of and build community support for 30kmh zones in urban areas.
19	Safe Speeds	Consider the introduction of 30kph speed limit zones in high-risk locations (urban city/town centres)	LCCC	DOT	Q3 2023	78. Extend the number of 30kph speed limit zones in high-risk locations (urban city/town centres)

		for Vulnerable Road Users in line with the national guidance.				for Vulnerable Road Users in line with best practice models.
20	Safe Speeds	Examine the introduction of periodic speed limits in the vicinity of schools in line with national guidance.	LCCC	DOT	Annual	79. Examine the feasibility of 30kmh speed limit or lower in school vicinities and report on progress.
Safe Vehicles						
21	Safe Vehicles	Actively participate in working group to develop and publish joint guidelines on how to deal safely and practically with new vehicle types such as alternative fuel vehicles involved in a road traffic incident.	LFS/Chief Fire Officer	HSA, RSA	2023	83. Establish a working group with relevant expertise to develop and publish guidelines on how to deal safely with new vehicle types such as alternative fuel vehicles involved in collisions.
22	Safe Vehicles	Educate drivers about tyre safety maintenance and checking, and promote the national campaign.	RSA/AGS		Annual	87. Work with the Irish Tyre Industry Association (ITIA), REPAK ELT (end of life tyres) and An Garda Síochána to educate drivers about tyre safety, maintenance and checking. Run a national campaign jointly per annum.
23	Safe Vehicles	Promote the public awareness campaign educating drivers on the importance of maintaining vehicles in a roadworthy condition.	RSA	AGS/LCCC	Annual	88. Conduct a public awareness campaign educating drivers on the importance of maintaining vehicles in a roadworthy condition.

Safe Road Use						
24	Safe Road Use	Ensure continued concentration on the enforcement of key lifesaver offences such as speeding, distracted driving, non-wearing of seatbelts, intoxicated driving and poor driver behaviour including activities designed to protect vulnerable road users.	AGS	RSA / TII / NTA	Annual	16. Continued concentration on the enforcement of key lifesaver offences such as speeding, distracted driving, non-wearing of seatbelts, intoxicated driving and poor driver behaviour including activities designed to protect vulnerable road users.
25	Safe Road Use	Continue to tackle criminality on the road network through high-visibility policing and intelligence-led enforcement operations in Limerick.	AGS	ROT / RSA	Annual	17. Continue to deprive criminals use of the road network through high-visibility policing and intelligence-led enforcement operations.
26	Safe Road Use	Ensure that public education/awareness campaigns are delivered by the Road Safety Authority / An Garda Síochána in Limerick.	RSA / AGS	LCCC	Annual	21. Implement public education/awareness campaigns which target the main causal factors for deaths, and serious injuries, and target high-risk groups. Integrate these campaigns with the enforcement plans of both An Garda Síochána and the RSA.
27	Safe Road Use	• Promote Irish Road Safety Week in October each year. • Continue to deliver the Lifesaver Road Safety Project to City and County second and third level	RSA / AGS	Working Group	Annual	21. Implement public education/awareness campaigns which target the main causal factors for deaths, and serious injuries, and target high-risk groups. Integrate

		institutions and Youth organisations in the District in conjunction with the Gardai HSE and Fire Service. • Continue to promote and subvent the Cycle Right training programme in City and County Primary Schools. • Continue to support the Junior School Warden Schemes operating at Primary schools in the County. • Promote road safety awareness campaigns through media advertising platforms.			these campaigns with the enforcement plans of both An Garda Síochána and the RSA
28	Safe Road Use	An Garda Síochána to provide an annual update to the RSWTG on their annual operations programme for Limerick.	AGS	Annual	25. Publish monthly the figures for enforcement activity focusing on the dangerous behaviours: ▪ Speeding ▪ Seat belts ▪ Mobile phones Report monthly on the number of: ▪ Breath tests ▪ Drug tests administered at Mandatory Intoxicant Testing (MIT) checkpoints and the results.
29	Safe Road Use	Maintain a dedicated Roads Policing capacity in Limerick with	AGS	Annual	26. Maintain a dedicated Roads Policing capacity with focus on road

		focus on road safety within An Garda Síochána, where possible.				safety within An Garda Síochána and report annually on the number of Gardaí assigned to Roads Policing Units on a regional basis.
30	Safe Road Use	Schedule quarterly Road Safety Working Together Group meetings.	LCCC	RSA, AGS, TII, HSE,	Active	94. Establish a Road Safety Working Together Group (RSWTG) in each Local Authority area to co-ordinate multi-agency road safety policy and implementation at a local level.
31	Safe Road Use	Publish annual review on progress and implementation of the Road Safety Action Plan.	LCCC	RSA, AGS, TII, HSE,	Annual	95. Each Local Authority RSWTG to publish a multiagency Road Safety Action Plan and to publish an annual review on progress with implementation.
32	Safe Road Use	Expand the rollout of the 'Bikesafe' initiative in Limerick (an initiative aimed at reducing the number of motorcycle casualties).	AGS	RSA	Annual	113. Pilot and evaluate 'Bikesafe' (an initiative aimed at reducing the number of motorcycle casualties) and make recommendations.
33	Safe Road Use	Engage with vulnerable road user (cycle, pedestrian, motorcyclist, horse riders) representation organisations on a regular basis to identify opportunities for co-operation and joint promotional activity.	RSA	AGS	Annual	124. Engage with vulnerable road user (cycle, pedestrian, motorcyclist, horse riders) representation organisations on a regular basis to identify opportunities for co-operation and joint promotional activity.
34	Safe Road Use	Support the implementation of specific educational measures aimed at protecting vulnerable	RSA	LCCC, AGS	Annual	133. Implement specific educational measures aimed at protecting vulnerable road users. In particular:

		road users, for example education on the dangers of parking on footpaths and cycle lanes. The RSWTG will implement an annual 'Light up your Bike' awareness-raising initiative in Limerick to remind cyclists of the importance of using lights on their bikes, especially throughout the winter months. The initiative will aim to reach marginalised communities, migrant communities and delivery cyclists. LCCC and AGS to launch 'Think Before you Park' campaign.				▪ driver's obligation to drive in anticipation of vulnerable road users on the road, ▪ awareness of pedestrians including children and impaired pedestrians, ▪ safe crossing by pedestrians, ▪ safe overtaking of cyclists, ▪ avoidance of 'dooring', including promotion of 'Dutch reach', ▪ use of personal protection equipment for pedestrians, cyclists and motorcyclists, ▪ awareness of blind spots on HGVs and Buses, ▪ road users and workers at road works, ▪ care for young and older people, ▪ use of scooters and e-scooters, ▪ horse riders, and ▪ the rules of the road.
35	Safe Road Use	Support the implementation of an educational campaign promoting safe use of junctions by all road users with a focus on driver interaction with cyclists.	NTA/RSA	AGS, LCCC	Annual	135. Conduct an educational campaign promoting safe use of junctions by all road users with a focus on driver interaction with cyclists.
36	Safe Road Use	Support the development and launch of a standardised guide to	RSA	AGS, LCCC, AnTaisce, DoT, NTA	Annual	136. Develop and Launch a standardised guide to reducing road safety school gate risk.

		reducing road safety school gate risk.				
37	Safe Road Use	Support the road safety campaign targeting drivers to highlight the risks faced by Vulnerable Road Workers.	RSA	AGS, Fire Service, LCCC, TII, HSA	2023	137. Conduct a road safety campaign targeting drivers to highlight the risks faced by Vulnerable Road Workers (School Wardens, Emergency Service Personnel, Construction workers etc).
38	Safe Road Use	Support the development of a campaign for road users on how to interact with emergency service personnel including guidance on traffic control measures at the scene of a collision.	RSA	AGS, Fire Service, NAS	2023	138. Develop a campaign for road users on how to interact with emergency service personnel including guidance on traffic control measures at the scene of a collision.
39	Safe Road Use	Support the education of road users on the correct use of railway level crossings particularly unattended crossings and where road users are interfacing with Iarnród Éireann infrastructure.	Irish Rail/ Iarnród Éireann	RSA, AGS, LCCC	Annual	139. Work with Iarnród Éireann and the Commission for Railway Regulation to educate road users on the correct use of railway level crossings particularly unattended crossings and where road users are interfacing with Iarnród Éireann infrastructure.
40	Safe Road Use	Empower local community groups to strive for safer and more liveable streets in their locality by providing them with the tools, checklists and supports necessary to be proactive participants in road safety.	RSA	AGS, NTA, LCCC, community groups	2023	140. Empower local community groups to strive for safer and more liveable streets in their locality by providing them with the tools, checklists and supports necessary to be proactive participants in road safety.

41	Safe Road Use	Continue to enforce Road Traffic Legislation using the Safety Camera System and the Mobility App in addition to combined Data Analytics to inform and assess targeted enforcement activity including unaccompanied learner drivers.	AGS		Annual	150. Continue to enforce Road Traffic Legislation using the Safety Camera System and the Mobility App in addition to combined Data Analytics to inform and assess targeted enforcement activity including unaccompanied learner drivers.
42	Safe Road Use	Prepare, implement, and share with partner agencies an annual Garda Roads Policing Operations Plan.	AGS	RSA, LCCC, TII, NTA	Annual	151. Prepare, implement, and share with partner agencies an annual Garda Roads Policing Operations Plan.
43	Safe Road Use	RSA and An Garda Síochána to put in place an agreed annual and sustained enforcement plan for: HCV, Buses, Light Commercial Vehicles and Agricultural tractors/trailers including annual targets.	AGS/RSA		Annual	152. RSA and An Garda Síochána to put in place an agreed annual and sustained enforcement plan for: HCV, Buses, Light Commercial Vehicles and Agricultural tractors/trailers including annual targets.
Post-Crash Response						
44	Post-Crash Response	Allocate a Family Liaison Officer in respect of support and provision of information in relation to fatal and serious Road Traffic Collisions.	AGS		Ongoing	38. Examine the role of the family liaison officer in respect of support and provision of information in relation to fatal and serious Road Traffic Collision and make recommendations.

45	Post-Crash Response	Pilot an Emergency First Response (EFR) first person on scene training programme for fire / emergency crews and make recommendations for a national rollout.	Fire Service / Chief Fire Officer	AGS, NAS	Q4 2024	173. Pilot an Emergency First Response (EFR) first person on scene training programme for fire / emergency crews and make recommendations for a national rollout.
46	Post-Crash Response	Review and make recommendations as appropriate on the improvement of standard operating procedures at emergency call centres aimed at improving the overall emergency service response time.	Fire Service / Chief Fire Officer	AGS, HSE	2023	174. Establish a working group to review and make recommendations as appropriate on the improvement of standard operating procedures at emergency call centres aimed at improving the overall emergency service response time.
Safe and Healthy Modes of Travel						
47	Safe and Healthy Modes of Travel	Support the development of CycleConnects, EuroVelo routes and a National Cycle Network plan for interurban rural cycling and walking, and the incorporation of measures into design.	TII	LCCC		39. Develop a National Cycle Network plan for interurban rural cycling and walking, providing connections to active travel networks and Greenways. Develop an implementation plan for delivery in Phases 2 & 3 of the Road Safety Strategy.
48	Safe and Healthy Modes of Travel	Active Travel Unit to continue to liaise with the MD's to develop a	LCCC	NTA/DOT	Q3 2023	40. Continue to implement an active travel infrastructure scheme where Local Authorities can apply for

		list of proposed projects ready to submit for future funding calls.				funding to develop improved active travel infrastructure
49	Safe and Healthy Modes of Travel	Work with various agencies to promote sustainable and active modes of travel. Promote National Bike Week and EU Mobility Week each year.	LCCC	DOT / NTA	Annual	41. Encourage modal shift to support Environmental, Safety and Health objectives by promoting the use of sustainable and active modes of travel.
50	Safe and Healthy Modes of Travel	Raise awareness of Cycle Right Training to relevant groups.	LCCC	RSA/ATGS/	Annual	42. Promote and support an expanded Cycle Right training programme which includes online theory and practical skills for children and adults.
51	Safe and Healthy Modes of Travel	Work with the NTA to develop a comprehensive cycle network plan for Limerick.	NTA	LCCC/TII	2023	176. Develop in collaboration with the relevant local authority and TII, comprehensive cycle network plans covering each local authority.
52	Safe and Healthy Modes of Travel	Continue roll-out of Safe Routes to School programme for Primary & Post primary schools in Limerick	LCCC	NTA	Q4 2024	177. Roll-out of the Safe Routes to Schools Programme and provide “front-of-school” treatments to a minimum of 500 schools.
Safe Work-Related Road Use						
53	Safe Work-Related Road Use	Engage with academic, business, civil society, and the insurance industry to promote road safety	RSA	Stakeholders	Annual	47. Engage with academic, business, civil society, and the insurance industry to promote road safety

		across all sectors of the community, including encouraging these entities to sign up to the European Road Safety Charter.				across all sectors of the community, including encouraging these entities to sign up to the European Road Safety Charter.
54	Safe Work-Related Road Use	Implement any national intervention work related road safety strategy, including the adoption of safe work and maintenance protocols and promoting a 'Driving for Work' standard.	RSA	AGS/LCCC	Q4 2024	48. Develop, oversee, and deliver a voluntary Driving for Work Standard (DFWS) and training programme in collaboration with industry and employers.